



# Wiehle Avenue and Reston Parkway Station Access Management Study

## Draft Public Meeting #3 Summary

January 22, 2008 • 7:00 pm

Langston Hughes Middle School

### Background

The Reston Metrorail Access Group (RMAG) hosted the third public meeting on January 22, 2008 at Langston Hughes Middle School to further gather ideas and input from stakeholders about the proposed new Metrorail stations at Wiehle Avenue and Reston Parkway. Twenty-eight members of the public attended and were asked to answer and comment on a list of questions that we garnered by previous public comments regarding the issue of access and what could be done to facilitate the movement of people to and from the new stations. The following is a summary of the input gathered over the course of the meeting.

After a presentation from representatives from Vanasse Hangen Brustlin, Inc (VHB) the attendees were asked to break into small table groups and discuss questions on the following priorities:

- Improve pedestrian and bicycle access to facilities
- Provide better bus access
- Better accommodation of roadway traffic

### Methodology

In preparing this summary, the notes from the small group discussions were compiled and analyzed. Major themes and common interests were identified using standard content analysis tools, and interested categories were identified.

### Content Analysis

#### Overall

**Question:** *In principle, do you agree with these priorities?*

#### Summary:

Although there was a consensus of agreement of the priorities, the following concerns were raised:

- Parking around the stations will need to be controlled.
- There will be problems in communities around the stations getting from the neighborhood streets onto the main streets. Traffic calming measures may be needed.
- There may be too much of an emphasis on the pedestrian and bicycle traffic.
- We need to adequately account for people driving to the stations or dramatically increase frequency and coverage of transit routes.

## Pedestrian and Bicycle Access

**Questions:** *Will the recommendations for pedestrian and bicycle access improvements meet the needs of the community, as you understand them? What needs are not being met and what recommendations would you change*

**Summary:** The response included questioning of the priorities and specific needs for pedestrians and bicyclists:

- The sidewalks and secure, covered, bike facilities need to be in place prior to the stations opening.
- The 70 – 40 traffic congestion figures do not make sense with the pedestrian and bicycle priorities.
- Many pedestrians cross Sunset Hills Road mid-block near the Reston North lot. If possible, facilitate this movement as it is the most direct route, and it will continue to be used.
- Safety improvements are needed at The W&OD/Wiehle Avenue trail crossing, the Sunset Hills crossing, and ped/bike-only bridges are needed over the Toll Road.
- Make Soapstone Drive and Colts Neck Road into bicycle boulevards while adding an elevated crossing to Reston Town Center.
- Make Zipbike services available at stations.
- A more pedestrian friendly environment is needed. There is also a need for development of mixed use around the stations and more connections between buildings.
- Auto congestion management must be a concentrated effort. Bus rider incentives are needed, free parking and subsidized buses.

## Transit

**Questions:** *Do you believe that the recommendations address the needs for transit entering and exiting the stations? Will the recommended bus routes and transit connections to the stations meet the needs of the future Metrorail users? Are there additional intersections requiring attention?*

**Summary:**

- The needs are addressed and the following is needed; dedicated sidewalks, lighted bus shelters, motion sensitive lights and other technology should be used.
- Better transit information is needed for the riders. Schedules need to be posted at each stop with information available to download to cell phones.
- Fares should be equal from each station for trips traveling east.
- The RIBS buses are too slow and it is not clear if the recommended changes will help.
- Busses should not travel through the village centers, which are not designed for larger vehicles.
- Express service will be needed to continue along the toll road for faster access to Rosslyn and DC.

## Automobile

**Questions:** *Is the recommended automobile access (park and ride, kiss and ride) to stations sufficient to meet community needs? Do proposed intersection improvements address concerns about traffic flow and pedestrian safety? Are there additional intersections requiring attention that have not been addressed?*

**Summary:**

- Proposed internal roadway connections are a good idea (north and east of Wiehle Avenue station). There is a need to build more internal network of roads so travelers do not need to use the limited number of major roads.

- The free-flowing westbound turn on southbound Wiehle Avenue at Sunrise Valley Drive needs a better treatment. Pedestrians have a difficult time crossing because of traffic not slowing down.
- Better roadway lighting is encouraged.
- The post office and fire station at Hunter Mill Road needs to be addressed.
- Remove the speedhumps at Isaac Newton Square.
- Hunter Mill Road accidents backup the Toll Road, the interchange needs to be reengineered
- The emphasis needs to be on getting people out of their cars.

### Blended Plan

**Questions:** *Which recommendations from the Pedestrian /Bike, Transit, and Automobile areas are most important to the community and should be given highest priority? Are there overriding actions, criteria, or principles that you believe are important to assure overall success of access to the stations?*

### Summary:

- The areas most important to the community are the Soapstone Connector, W&OD Trail/Wiehle Avenue crossing improvements, and internal road and ped/bike connections.
- Changing the covenants to allow mixed-use development, limited non-local vehicle traffic, a more efficient feeder bus system and to better integrate areas north and south of the Dulles Toll Road are essential to this project.

### Additional Comments:

- Residential parking permits may be needed
- Intersection cameras could be used to help control traffic
- There is a need for additional police enforcement
- Create Town Center mixed use nodes